

Wisconsin State Patrol

Promoting public and transportation safety

Annual Report 2000

Governor Tommy G. Thompson
Superintendent David L. Schumacher



THE DIVISION OF STATE PATROL

OUR MISSION:

To promote highway and public safety and to enhance the quality of life for all Wisconsin citizens and visitors by providing and supporting professional, competent and compassionate law enforcement services.

OUR VISION:

People serving people with dignity and respect... enhancing a quality highway safety environment.



Division of State Patrol

The Values of the Wisconsin State Patrol:

- Accountability* - *Being responsible to our governing body, the citizens we serve and each other.*
- Attitude* - *Being positive, supportive and proactive in our words and actions.*
- Compassion* - *Showing empathy, consideration, care and courtesy to our customers.*
- Excellence* - *Consistently performing at the highest possible level.*
- Integrity* - *Providing our customers with the basis for trust, accountability and respect.*
- Loyalty* - *Demonstrating respect and support for the administration, our organization and each other.*
- Professionalism* - *Consistently demonstrating the highest level of leadership, work ethic, appearance and demeanor.*
- Teamwork* - *Valuing people working together to achieve a common goal and creating partnerships to enhance our effectiveness.*

Major Goals of the Wisconsin State Patrol

Improving Highway and Public Safety

Promoting highway and public safety through professional law enforcement services including education, inspection, enforcement and technology

Operating In A Businesslike Manner

Utilizing technology and our skills to develop performance measures in order to make data-based decisions that maximize our resources and increase our effectiveness

Building and Maintaining A Positive Attitude

Creating an organizational culture that fosters an individual attitude of "Feeling Good About What We Do"

Building and Enhancing Partnerships

Fostering positive relationships with the Legislature, public and private partners, and the community to improve the quality of our services

Promoting Education, Training and Personal Development

Encouraging personal and organizational growth through job-related, career-related and self-improvement opportunities

Emphasizing Courtesy, Compassion and Service

Treating everyone in the manner we would expect to be treated if the roles were reversed

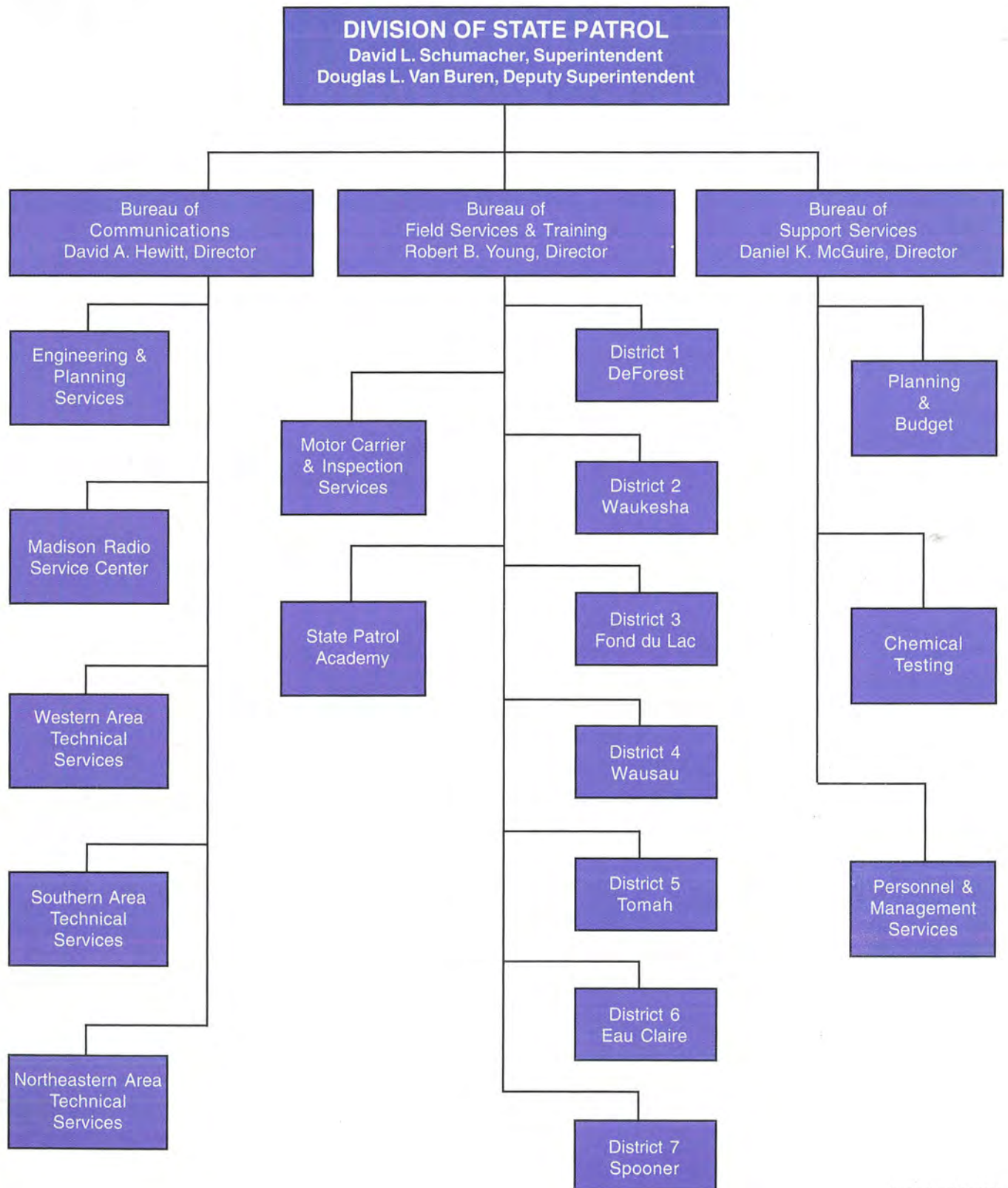
Developing Leadership

Developing an organizational philosophy of preparing tomorrow's leaders for their roles

Demonstrating Quality Improvement

Continuously improving our service as competent and empowered individuals operating in a team environment

ORGANIZATIONAL CHART



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SUPERINTENDENT'S MESSAGE

To: Terrence D. Mulcahy, Secretary
Wisconsin Department of Transportation



I am proud to present the Wisconsin State Patrol's 2000 Annual Report for your review. This report tells of the many public safety programs and contributions made by our well-trained officers and staff. Also evident is our focus on customer service and our proactive approach to the WisDOT Strategic and State Patrol Business Plans. We promote highway safety through education, inspection, enforcement, partnerships and application of the latest technologies, as delineated in these plans.

Education of the public regarding highway safety issues is an important emphasis area for our Division. Each year we fulfill requests for safety education and information by committing necessary resources. Early and regular exposure to our public safety message contributes to safer roadways.

Providing traffic law enforcement and inspection services is a

core component of our Business Plan. We are committed to protecting our highways and the motoring public through active pursuit of speed violators and impaired drivers, as well as through prompt response to numerous other safety and emergency related incidences. We continue to provide a wide variety of motor vehicle inspection and technical law enforcement functions. Courtesy, compassion and service are fundamental values as we enforce the traffic laws and provide roadside and other assistance to motorists throughout the state.

To further enhance the overall effect on highway safety, the State Patrol has embraced the concept of partnering with county and municipal law enforcement departments and various other state and federal enforcement agencies. We have also broadened our partnerships by assuming a leadership role in the areas of voice and data communication systems, breath alcohol detection technologies, and contemporary police training programs.

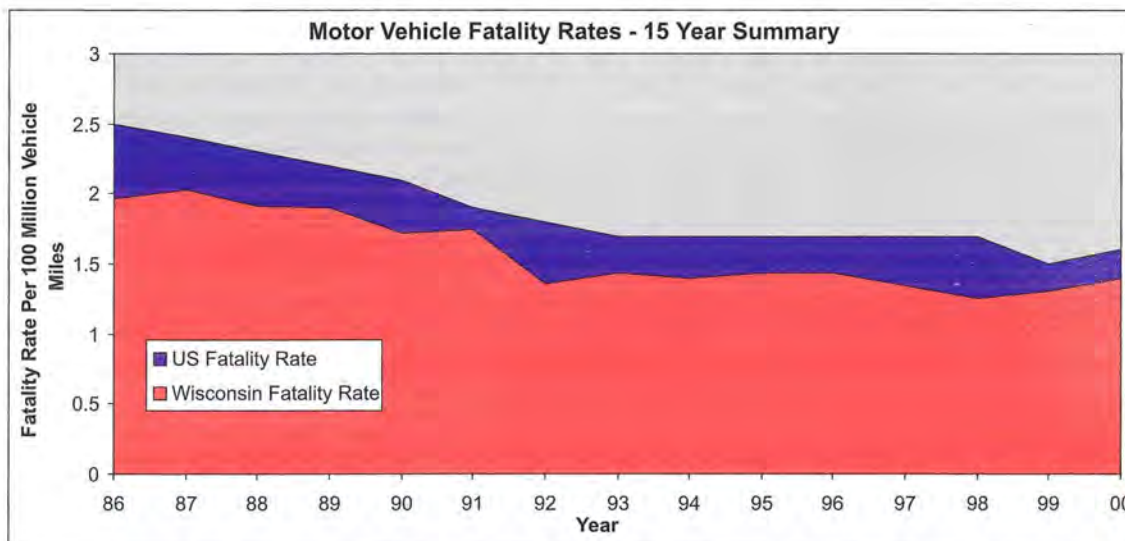
Wisconsin's highway safety record continues well above the national average. This can be directly attributed to the guidance and direction established in our Business Plan. I support continued refinement of our plan to keep pace with the rapidly changing dynamics of the transportation safety environment and the WisDOT Strategic Plan. I am convinced that with continued application of the values and philosophy contained within these plans, the State Patrol will successfully meet all future challenges with distinction.

I am honored to have led an organization as fine as the Wisconsin State Patrol. It is without reservation that I assure you this proud organization will continue to professionally serve the highway safety needs of Wisconsin's citizens and visitors with the highest of standards.

Sincerely,

David L. Schumacher

David L. Schumacher
Superintendent



2000 Overview of Accomplishments



Colonel Douglas L. Van Buren

The Wisconsin State Patrol moved into a new era of public service in 2000. Our major traffic law enforcement programs are designed to promote highway safety through educational and enforcement emphasis on impaired drivers, speed and occupant restraints. This year we increased our efforts in the areas of traffic law enforcement, motor carrier inspections, criminal interdiction and the apprehension of impaired drivers. These efforts were undertaken with the support of our highly trained officers and committed professional staff using the most modern law enforcement technology available. I am extremely proud of our State Patrol team and would like to take this opportunity to highlight some of our accomplishments.

Improving Highway and Public Safety

Our highway and public safety promotion efforts include planning and training for implementation of a variety of safety education and enforcement operations. An example is our highway safety education programs for youth. Highway safety education begins early in Wisconsin. Our "Little Convincer" program is aimed at kindergartners and focuses on the need for safety belts and other safety related behavior while riding in a car. In 2000, our officers conducted hundreds of "Little Convincer" programs serving thousands of young people. We also conducted "safety talks" for several thousand students in our elementary and secondary schools. Depending on the age group, these presentations emphasize the need for safety consciousness while riding in or driving a motor vehicle. They also include instruction related to the use of safety belts and the dangers of alcohol and drug use, especially as they relate to operation of and riding in a motor vehicle.

The patrol is involved in numerous safety planning groups. We are always vigilant regarding changing factors in the

highway safety equation. In one of these planning groups we have been called upon to address the escalating problem of "road rage." Symptoms of road rage include the increasing incidents of verbal and physical violence on our roadways. We are represented among 240 law enforcement and safety specialists, in an effort to design an education and enforcement plan to address this problem.

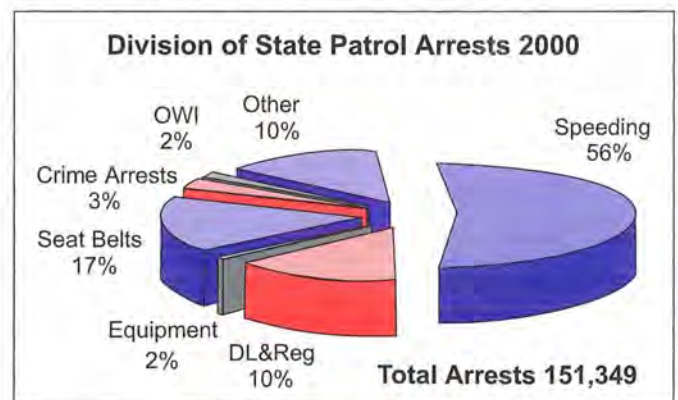
Excessive speed continues to be the number one contributing factor to motor vehicle fatalities in the United States. We believe that our aggressive speed law enforcement efforts contribute to safer highways in the State of Wisconsin. We made over 79,000 speeding arrests in 2000. This is slightly more than half of all 151,000 arrests made statewide during the year 2000.

Removing drivers who are impaired by alcohol or other drugs from our highways is another vital service we provide to the motoring public. Officers apprehended 2,580 impaired drivers during the year. Specialized training of troopers and inspectors in apprehending impaired drivers and a sophisticated chemical test program to gather evidence for use in prosecution greatly enhances our law enforcement effectiveness.

Our Size/Weight program and Motor Carrier Safety Assistance Program (MCSAP) are in place to save lives and preserve Wisconsin highways. We know from experience that our Size/Weight and MCSAP operations save lives and prevent injuries by promoting and enforcing vehicle safety. This is in addition to the benefits of deterred pavement damage and revenue generation.

We completed our 16th year in the Motor Carrier Safety Assistance Program. This program promotes safer heavy trucks through uniform enforcement and data collection standards. MCSAP is an 80% federally funded program managed by the Federal Motor Carrier Safety Administration.

All of our troopers and inspectors receive special training in testing for controlled substances, which they may encounter during criminal interdiction and traffic law enforcement activities. A total of 1,408 drug and drug related arrests were made in 2000. To aid our drug enforcement efforts, our officers carry field test kits for the detection of illegal drugs.



Building Partnerships

Our partnership building efforts foster positive relationships with public and private agencies to improve the quality of our highway safety services. For example, more than half of the students who attended one of the 130 training programs at the Wisconsin State Patrol Academy during 2000 were from county and municipal law enforcement agencies. These training programs provide all students with a better understanding of state law enforcement and encourage inter-agency cooperation. The Academy also partnered with the University of Wisconsin to provide the fourth program for Professional Law Enforcement Managers.

The division operates and maintains a complex statewide communications network. Our Bureau of Communications has enhanced the communications network by expanding the number of tower sites and incorporating more local law enforcement agencies into the State Patrol's Mobile Data Communications Network (MDCN). This network provides vital digital computer access to criminal justice and motor vehicle databases as well as access to other law enforcement agencies and officers.

Personnel

A number of our staff received Life Saving Effort Awards, Meritorious Service Awards and Achievement Certificates for service above and beyond the call of duty. In several cases our officers performed life saving acts in life threatening situations. By any measure, the men and women of the Wisconsin State Patrol are heroes in the pursuit of highway safety. Details of these accomplishments and a summary of the awards appear later in this report. These are the types of services provided to the public that are directly contributing to making Wisconsin highways some of the safest in the nation.

This was a challenging but successful year for the division in our efforts to fill key program and management positions and keep our ranks fully staffed. Unemployment was extremely low as we attempted to recruit, hire and train high quality personnel for all division positions. Labor, management, administration, and the legislature working together to address the issue of adequate compensation for state law enforcement positions positively impacted this challenging effort. Our extensive efforts culminated in July of 2000 when market rate pay adjustments were implemented resulting in the largest one-time pay increase in the history of the Wisconsin State Patrol.

Technological Advances

We purchased and installed an additional 159 Portable Mobile Vehicular Repeaters (PMVR) for our cruisers. This compliments the 475 laptop computers installed in each cruiser as part of the Mobile Data Communications Network (MDCN). We also completed the installation of 240 state-of-the-art evidential breath analyzers in support of our Chemical Testing Program. In addition to these technological advances, we acquired an additional 102 mobile video cameras for our cruisers through a federal grant. These in-car video cameras are particularly useful in the documentation of the arrest of impaired drivers.

IACP Chiefs Challenge Winner

In 2000 and for the second time, division personnel were the recipients of a national honor related to our efforts to improve highway safety. The International Association of Chiefs of Police (IACP), 2000 Chiefs Challenge competition focused on three major traffic safety priorities: speeding, impaired driving and occupant protection. Judging was based on competitors efforts in the priority areas related to public information, enforcement and training. The judges said, "The Wisconsin State Patrol entry highlighted the tremendous contributions that police departments nationwide have made to make our roads safe. Your commitment to this program has made a difference, not only in your community, but in the nation as well."

These partnerships promote a statewide network of like-minded professionals interested in a proactive approach to law enforcement in Wisconsin. They are illustrative of many other initiatives to build meaningful partnerships and programs to collectively address the public safety needs of our state.

Bureau of Field Services and Training



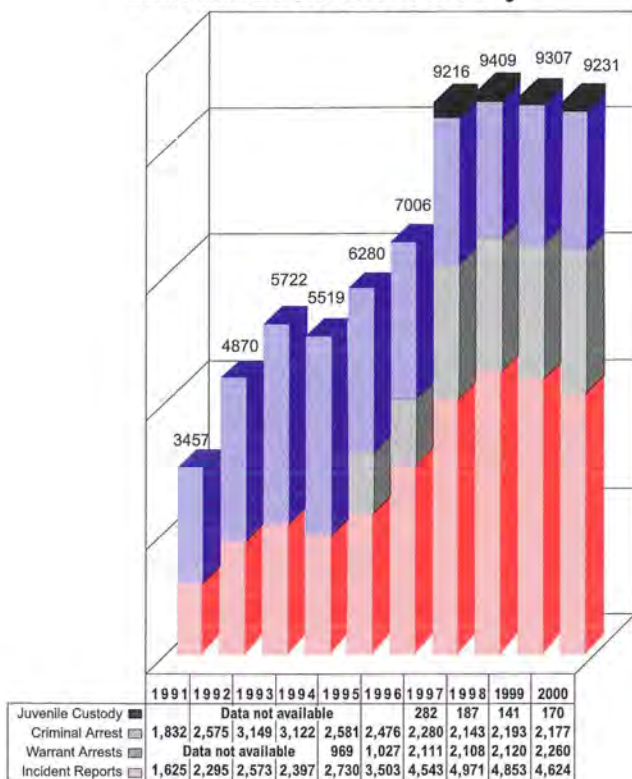
Lt. Colonel Robert B. Young, Director
Bureau of Field Services and Training

One of our many successes to be remembered this year, is the Division of State Patrol Business Plan. With this plan, a new era of goal-oriented leadership was inaugurated. One of our major goals is to inspire our staff, at all levels, to build and maintain a positive attitude. We encourage them to be proactive, as they strive in their daily highway safety operations, to bridge the gap between the theoretical and the practical. Philosophically, this idea recognizes the mundane, day-to-day operations of our highway safety effort, while it puts before us the highest ideals of service to the public. These ideals are embodied in our Business Plan. This plan incorporates eight major goals which are displayed earlier in this report.

Highway safety remains our primary responsibility. By the end of 2000 there were 4,798,056 vehicles registered for operation in Wisconsin. We also had 3,667,497 licensed drivers. This compares with 3,907,343 vehicles registered and 3,394,203 licensed drivers ten years ago. In this same ten year period, we have seen our mileage crash rate decrease. We have also recorded a decrease in alcohol-related traffic crashes. These accomplishments are due in large part to the outstanding efforts of our troopers and inspectors. Credit also needs to go to our officer recruitment, basic training, and our intensive in-service programs.

An important goal of our Business Plan, the need to build partnerships, was also realized. Our cooperative efforts and intelligence exchange with county and municipal law enforcement agencies, the Wisconsin Department of Justice, Division of Narcotics Enforcement, the Drug Enforcement Administration, the Federal Bureau of Investigation and the U.S. Attorney's office led to successful prosecutions. Through this continued building of partnerships, the State Patrol encourages a cooperative approach to criminal law enforcement. We have demonstrated the success that can be achieved by such an inter-agency approach. As indicated here in the Criminal Enforcement graphic, our warrant arrests have more than doubled in the past five years. Our designation as the administrative authority for the Federal Excess Property program has provided us with another opportunity to afford our partners in law enforcement with necessary tools and equipment at no direct cost. I invite you to read about these programs later in this report.

Criminal Enforcement History



Major Gerald J. Zuhlsdorf,
Director of Training
Bureau of Field Services and Training

Training

The Wisconsin State Patrol Academy continued to expand the law enforcement training curriculum to meet the needs of State Patrol and local law enforcement officers and civilian employees. We meet these curriculum challenges through our cooperative efforts with the University of Wisconsin-Madison, the Department of Natural Resources, the Division of Motor Vehicles, the WisDOT Office of Organizational Development Services, and local law enforcement agencies.

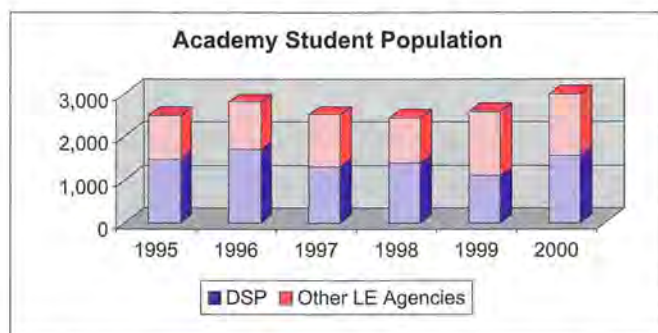
During 2000, the Academy conducted 109 programs, presenting training to 2,995 students. About half of these were State Patrol students. The balance were from other state, county, municipal, and federal agencies. For example, the Remington Shotgun Armorer training program brought students from as far away as Puerto Rico, Kentucky, and South Dakota.

The partnership between the WisDOT, Office of Organizational Development Services and the Academy provided the opportunity to present the Professional Supervisory Development program at the Academy. This is a required two-week training program for all new Department of Transportation supervisors.

Once again, we cooperated with the city of La Crosse Police Department to offer law enforcement officers the Gang Resistance Education and Training program. Three sessions of this program were held at the Academy with a total of 83 students from 22 different states.

The 50th State Patrol Recruit Class began its 22 weeks of training on March 6, 2000, graduating on August 4th. Just five weeks later, on September 11, 2000, the 51st State Patrol Recruit Class walked through the doors to begin its training.

We are working with the Governor's Office of Justice Assistance to administer a federal grant program called Police Corps. The Wisconsin Police Corps is organized to address violent crime by increasing the number of officers with advanced education and training who serve on community patrol. Typically, they serve in low-income, high-crime urban areas or isolated rural areas.



The Police Corps program provides scholarships on a competitive basis to students who agree to earn their bachelors degree, complete approved Police Corps training, and serve for four years on patrol with law enforcement agencies in areas of great need. Undergraduates must attend college full-time and may receive up to \$30,000 for tuition. In addition, the program provides funds to states to develop and provide 24 weeks of rigorous residential Police Corps training. The federal government also provides local and state agencies who hire Police Corps officers \$10,000 per year for each officer, during the first four years of service. Wisconsin Police Corps officers have all of the rights and responsibilities of other members of their law enforcement agencies.



Captain Sandra K. Huxtable,
Deputy Bureau Director
Bureau of Field Services and Training

Motor Carrier Services

The Motor Carrier Enforcement program consists of the Size/Weight program and the Motor Carrier Safety Assistance Program (MCSAP). These two programs are in place to enhance highway safety and preserve Wisconsin's highway infrastructure. This past year, inspectors and troopers weighed nearly one million trucks and performed over 20,000 vehicle and driver safety inspections.

The Size/Weight program operates 13 fixed scales and 108 mobile scales throughout the state. The fixed scales are strategically located on the main commercial vehicle corridors to weigh vehicles and check for proper operating credentials. The mobile scales are assigned, in groups of six, for use on bypass routes or remote areas of the state. The Size/Weight program continues to enhance highway safety by providing inspection services for motor coaches, human service vehicles and all school buses operated in Wisconsin.

MCSAP helps to ensure that commercial vehicles are being operated safely. This is done through inspections of the vehicle and audits of the carrier. We also conduct traffic law enforcement related to large trucks. We watch for violations such as: following too close, improper lane change, unsafe passing, etc. In addition, every opportunity is taken to educate both the truck driver and the automobile driver on ways to safely share the road.

Size/Weight and Inspection

The Motor Carrier Enforcement program emphasizes the basic, we "weigh & inspect" trucks. The "weigh & inspect" approach to motor carrier enforcement has been supported by a renewed emphasis on the Safety, Weight and Enforcement Facilities (SWEF). Each of the 13 SWEFs received some level of upgrade in the year 2000. The projects ranged from a new \$750,000 weigh-in-motion system at the Abrams SWEF to new windows at the Madison SWEFs.

The WisDOT's Division of Transportation Infrastructure Development and State Patrol identified the needs of each SWEF. A contract with Rehabilitation for Wisconsin, Inc., was put in place to provide custodial care and building maintenance at each SWEF site.

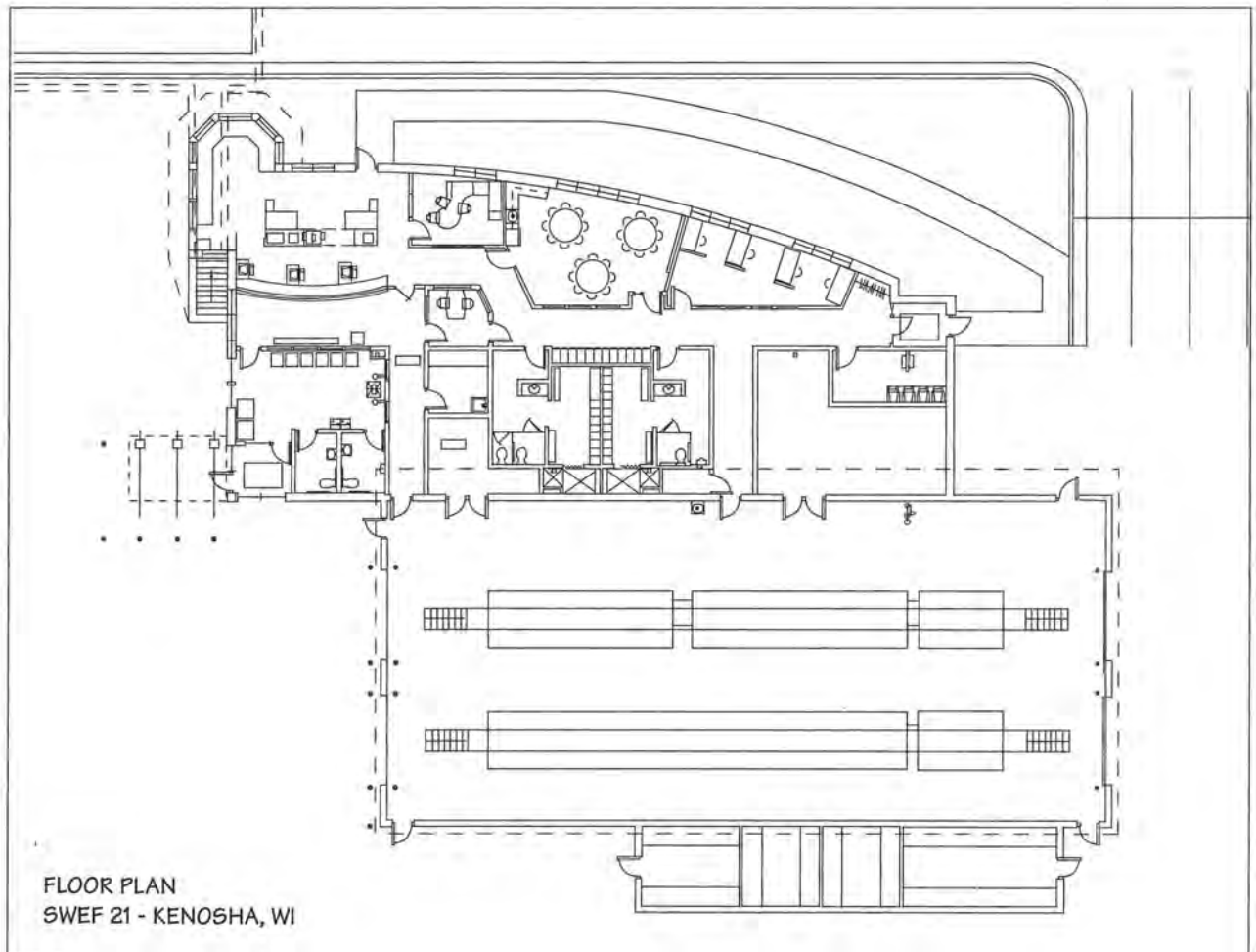
The Long Range Facility plan is proceeding on schedule. De Pere, Tomah, Oakdale and Stevens Point (north bound) SWEFs were removed in 2000. Three of the remaining 13 SWEFs are scheduled for replacement in the near future. Alfred Bensch & Company, KL Engineering, Inc. and Clark Dietz, Inc. are each under contract to provide site selection and site development for the new Kenosha, Madison and Superior SWEFs, respectively.

Vierbicher Associates is designing the new Kenosha SWEF. This facility will feature an attached 6,000 square foot inspection garage with two inspection pits. The main building will have a driver's foyer area with restrooms that will be available 24 hours a day, scale observation and work areas, inspector sergeant office, employee restrooms with lockers and showers, multipurpose room for training, meetings and meal breaks, and a troop room.

While planning and research for our future facilities are underway, our inspection efforts continue. In 2000, we weighed 803,998 vehicles and completed 20,235 motor carrier inspection reports. In addition, 12,750 school bus inspections and 1,341 motor bus inspections were conducted. We also inspected 1,969 human service vehicles and 4,073 salvage vehicles. These activities directly support our goal of "Improving Highway and Public Safety."

Motor Carrier Safety Assistance

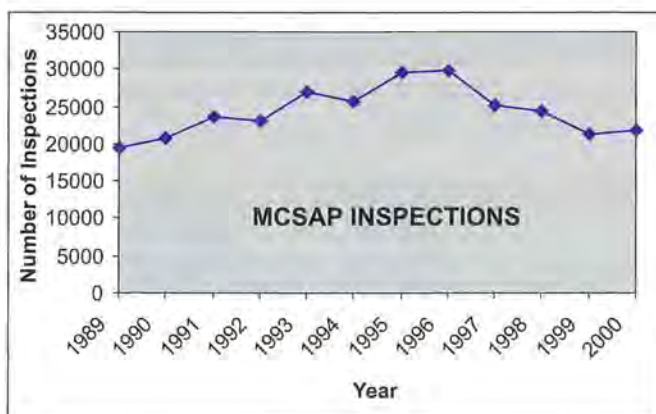
During 2000, the Motor Carrier Safety Assistance Program (MCSAP) took on some new looks. Enhancements to the MCSAP program included the purchase of new equipment and specialized training for MCSAP-trained inspector personnel. During 2000, MCSAP funded the purchase of six utility vehicles to enhance the Post-Crash Inspection program. Our four-wheel drive Ford Expeditions were purchased so Post-Crash Team (PCT) members could reach commercial motor vehicles that may have come to rest some distance from the roadway following a crash. Equipment in vehicles includes tool boxes, air compressors, portable wheel weighers, removable in-car video systems and a number of different strobe light packages.



The tools and air compressors have given PCT members the ability to rebuild damaged air brake systems at the scene of a commercial vehicle crash. Portable wheel weighers are used to gain weight information on a vehicle involved in a crash that may be needed by a crash reconstructionist. The removable in-car video camera system provides the PCT member a unique tool to record a crash scene, vehicle defects and driver interviews to help to put together a comprehensive post-crash package. With the addition of several strobe light packages (light bars and outside rear view mirror strobes), visibility at a crash scene and during routine patrol is greatly increased. Although it may seem that inspecting a vehicle after a crash serves no real purpose (after all the damage is done) it does. Driver behavior patterns and equipment condition play an important role in deterring future crashes. Data taken from post crash inspections can help inspection personnel target problem areas, whether it be driver or vehicle related.

In addition to the six utility vehicles funded through the MCSAP, 21 other vehicles (four Crown Victorias and 17 additional two-and four-wheel drive Expeditions) were equipped with the new strobe light packages and removable in-car video systems. These tools help enforcement personnel perform their job in a more efficient and safe manner.

MCSAP sponsored eight personnel as trainers in Post-Crash Inspection. The Post-Crash training course is targeted to assist inspectors with the detection of vehicle deficiencies, driver interviews and fatigue. Personnel who attend training sponsored by the Federal Motor Carrier Safety Administration's National Training Center are brought up to speed on techniques and tools to conduct a thorough and professional post-crash inspection.



In 2000, we entered into ten Memoranda of Understanding (MOU) with county and municipal law enforcement agencies who conduct North American Standard (NAS) Level 1 inspections. These agencies include Pierce, Green, Winnebago, Eau Claire, Walworth, Sheboygan, Waukesha and Milwaukee counties and the cities of Waukesha and Menomonee Falls.

Fourteen of these are NAS Level 1 certified. Agencies signing the MOU agreed to conduct inspections in conformance with the NAS Level 1 standards, place vehicles out-of-service in accordance with the Commercial Vehicle Safety Alliance (CVSA) "out-of-service" criteria, maintain certification and re-certification requirements and work with the Division of State Patrol to address the issue of commercial motor vehicle safety. In return we agreed to provide training at both the certification as well as re-certification levels, inspection forms and CVSA inspection and out-of-service decals. The MOUs were developed to ensure a uniform and fair inspection program throughout the state.

During the 2000 Federal Fiscal Year, 21,603 safety inspections were conducted on commercial motor vehicles and their operators. Inspection personnel removed 1,672 commercial motor vehicle operators and 3,335 commercial vehicles from service for violations or defects related to highway safety.

Ambulance Inspection

We inspected 185 ambulance providers at 209 locations across the state. We inspected 421 ambulances with 2,060 violations identified. There were 19 warnings given due to the number or type of violations found. For the first time in the state, 3 citations were issued due to the violations found and the repeated history of the service provider. During the year there were 5 ambulances put out of service. There were 2 complaints investigated. We checked 1,363 blood pressure gauges. We repaired 52 of these during inspection. We tested 351 defibrillators.

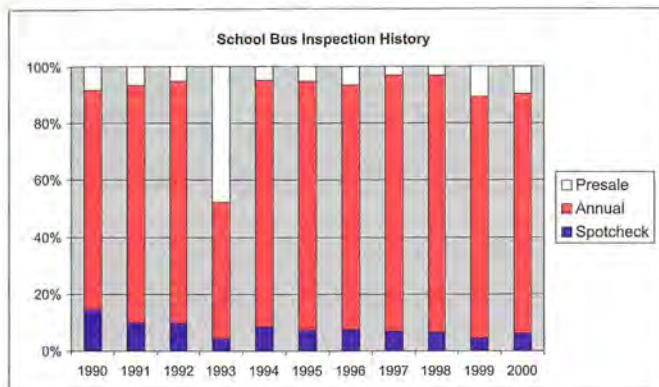
There was a problem identified with the left side tie rod hitting the sway bar at maximum left hand turn on a number of the ambulances in the state. We worked with the Wisconsin Emergency Medical Services Association to get this information out to the service providers.

School Bus Inspection

In order to promote the safe transportation of students in motor vehicles, it is our policy to assure that sufficient, qualified personnel are assigned to annually inspect all Wisconsin school buses. Pursuant to this policy, certified inspectors completed 12,750 school bus inspections in 2000. These inspections helped to insure the safest possible school bus transportation fleet and helped to reduce the number of school bus related crashes over the past year.

In partnership with the WisDOT Bureau of Automation Services, we have worked to develop a computer-based inspection form that will serve to maximize our resources and increase our effectiveness. The inspection form will be loaded onto the mobile data computers and will allow our inspectors to upload the inspection data directly to the Wisconsin database. This will decrease the amount of time spent entering data and thus

provide more efficient use of resources. We continue to work with the legislature, industry representatives, and the Wisconsin School Bus Association in order to assure the safest possible transportation of school age children.



Crash Reconstruction

In 2000, we saw a leveling off of our involvement in crash reconstructions. Although reconstruction work done on State Patrol cases rose from 40 in 1999 to 53 in 2000, reconstruction of local agency cases fell from 132 in 1999 to 105 cases in 2000. Overall, this represents an 8% decrease in reconstructions processed last year. As a result, personnel hours fell by less than 1%, while mileage use decreased by 8% during 2000.

We implemented more efficient use of the Total Station survey instruments by our trained reconstructionists. We experienced a slight increase in calls from outside agencies to survey large and widespread crime scenes. This included a shooting scene that resulted in the death of a Crandon police officer. We continue to work toward establishing a direct link between the total station equipment and the officer's laptop computers.

In late 2000, a Crash Data Retrieval system was purchased for downloading the "blackbox" information in certain vehicles involved in a collision.

Demands for our services in the area of reconstruction are expected to increase in 2001. Increasing traffic volumes and higher speeds suggest serious crashes will continue to take place. This trend will only increase the demand for reconstruction expertise. New technology continues to be explored and tested. Training opportunities for new and future reconstruction personnel are planned throughout 2001.

Computer aided drafting software is being developed for use by reconstructionists. The crash reconstruction program remains one of the cornerstones of building strong partnerships with all branches of state law enforcement. These services are provided at no cost to other agencies as part of our commitment to support local agencies. Overall, the pursuit of the root causes of violent crashes provides the

impetus for the program's existence. It is linked directly to the goal of improving highway safety.

Federal Excess Property

In May of 2000, the Governor designated the Wisconsin State Patrol as the coordinating agency for the Federal Excess Property program. This program allows local, county and state law enforcement agencies to obtain excess federal government property at no more than the cost of shipping. We have been able to expand the program to an additional 20 agencies, and continuously work to bring even more agencies on board. We have a unique opportunity to help our partners in law enforcement to obtain equipment at tremendous savings to the department and the public they serve. Over 3000 pieces of equipment valued at over \$1 million were obtained for Wisconsin law enforcement agencies.

Through this program, 4x4 trucks, command posts, clothing, M-14 rifles, office equipment, ballistic vests and much more have been obtained at great cost savings to the departments and taxpayer.



Vehicles were acquired for the Juneau County Sheriff's Department, through the Federal Excess Property Program.

2000 Campaign Activities

The 2000 election campaign season generated a significant amount of work for us. There were at least 76 visits to various areas of the state by candidates seeking the support of Wisconsin voters. We provided security for the majority of these visits. In many cases we responded to these requests with little advanced notice. Our personnel planned and carried out these special details in an efficient and professional manner.

It took the combined effort of many individuals to plan and carry out special assignments such as dignitary protection. It was necessary to coordinate with federal, state and local agencies to ensure that all assignments were met. Each of our seven districts were involved in this effort throughout the

campaign period. All who played a role in these activities were commended for their efforts.

Wisconsin-Michigan Summit

On September 13 & 14, 2000, the Wisconsin State Patrol and the Michigan State Police co-hosted the third Wisconsin/Michigan Law Enforcement Summit meeting. The meeting was facilitated by the Lac du Flambeau Wisconsin Police Department at the Lake of the Torches Hotel and Conference Center.

The purpose of the meeting was to bring together representatives of various law enforcement agencies with jurisdiction on either side of the border between Wisconsin and Michigan's upper peninsula. The agenda and discussion centered around law enforcement and jurisdictional issues of mutual concern to agencies operating within the border area.

The summit meeting was attended by Wisconsin State Patrol management representatives from division headquarters, each district and the Academy. Also in attendance were several Michigan and Wisconsin legislators or their representatives. Deputy Secretary Gene Kussart provided the attendees with a presentation on recruitment and retention. Other agenda items discussed at the meeting included legislative issues, mutual aid concerns, risk liability issues, communication equipment issues and motor carrier enforcement.

DSP Expands Fleet

In 2000, we expanded our fleet of patrol cruisers by 14, bringing the total number of police-class vehicles in the fleet to 499. This expansion was part one of a two-part increase in the fleet to accommodate the addition of 14 new trooper positions. An additional six vehicles will be added in 2001 to provide patrol cruisers for all sworn inspectors.



Pictured here is one of the Ford Expeditions used in our Motor Carrier Services.

An additional support vehicle was added to the fleet for the Bureau of Communication's (BOC) merger with the Department of Natural Resources. The combination of BOC and Chemical Testing Section vehicles bring the total number of fleet vehicles to 548. The vast majority of these cars are marked Ford Crown Victoria patrol cruisers. In addition, we have been field-testing 23 unmarked Chevrolet Impalas. We use 20 Ford Expedition utility vehicles for Motor Carrier Services.

Extraordinary Grants

We were awarded two extraordinary grants from various sources to supplement the operating budget for equipment and overtime. The U.S. Department of Justice awarded \$377,298 to us through its Office of Community-Oriented Policing Services (COPS). This was part of a nation-wide technology grant program. Although no local matching funds were required, we agreed to provide installation of the new units. This funding was used for the exclusive purchase of in-car video cameras in an effort to more effectively document evidence and interaction with the public. Complemented by the existing inventory of nearly 70 units, in-car video camera technology will be in nearly one half of all patrol officers' cruisers.

A second grant was awarded by WisDOT's Bureau of Transportation Safety as part of a federal highway safety effort related to seatbelt enforcement and education. We received \$50,000 to help augment the seatbelt safety campaigns in operation across the state. At least 50% of this funding was distributed to all seven districts for use in high-profile concentrated overtime details. These enforcement efforts emphasize safety restraint enforcement and education. The remaining funds were used to purchase public education materials for distribution by officers making highway safety presentations. These items include various handout materials emphasizing seatbelt safety, including the popular junior trooper badges.



Safety Education is important to us. We present safety education programs to thousands of young people each year.

WISCONSIN STATE PATROL DISTRICTS

DISTRICT 1

911 W. North Street
P.O. Box 610
DeForest, WI 53532-0610
(608) 846-8500



**CAPTAIN
DAVID C.
HEINLE**



TROOPERS 62
INSPECTORS 22
POLICE COMMUNICATION OPERATORS 11
SAFETY AND WEIGHT ENFORCEMENT FACILITIES 3
POPULATION 808,687

DISTRICT 2

21115 East Moreland Blvd.
Waukesha, WI 53186-2985
(262) 785-4700



**CAPTAIN
ROBERT A.
BEREITER**



TROOPERS 46
INSPECTORS 23
POLICE COMMUNICATION OPERATORS 8
SAFETY AND WEIGHT ENFORCEMENT FACILITIES 2
POPULATION 1,707,119

DISTRICT 3

(Junction Hwys. 151 & 41)
P.O. Box 984
Fond du Lac, WI 54936-0984
(920) 929-3700



**CAPTAIN
DAVID J.
PICHETTE**



TROOPERS 62
INSPECTORS 11
POLICE COMMUNICATION OPERATORS 8
SAFETY AND WEIGHT ENFORCEMENT FACILITIES 2
POPULATION 1,211,800

DISTRICT 4

(Junction Hwys. 51 & NN)
P.O. Box 5157
2805 Martin Avenue
Wausau, WI 54401-7172
(715) 845-1143



**CAPTAIN
JEFFREY J.
FRENETTE**



TROOPERS 50
INSPECTORS 11
POLICE COMMUNICATION OPERATORS 8
SAFETY AND WEIGHT ENFORCEMENT FACILITIES 2
POPULATION 644,583

DISTRICT 5

(I-90, Tomah Exit, Hwy. 131)
P.O. Box 604
Tomah, WI 54660-0604
(608) 374-0513



**CAPTAIN
ARNOLD T.
KING**



| | |
|---|----------------|
| TROOPERS | 44 |
| INSPECTORS | 11 |
| POLICE COMMUNICATION OPERATORS | 8 |
| SAFETY AND WEIGHT ENFORCEMENT FACILITIES | 1 |
| POPULATION | 254,658 |

DISTRICT 6

(Hwy. 53 at I-94)
5005 Hwy. 53 South
Eau Claire, WI 54701-8846
(715) 839-3800



**CAPTAIN
MARSHA M.
WILEY**



| | |
|---|----------------|
| TROOPERS | 44 |
| INSPECTORS | 13 |
| POLICE COMMUNICATION OPERATORS | 8 |
| SAFETY AND WEIGHT ENFORCEMENT FACILITIES | 2 |
| POPULATION | 389,418 |

DISTRICT 7

W7102 Green Valley Road
P.O. Box 80
Spooner, WI 54801-0080
(715) 635-2141



**CAPTAIN
BENJAMIN H.
MENDEZ**



| | |
|---|----------------|
| TROOPERS | 26 |
| INSPECTORS | 8 |
| POLICE COMMUNICATION OPERATORS | 7 |
| SAFETY AND WEIGHT ENFORCEMENT FACILITIES | 1 |
| POPULATION | 247,384 |



Bureau of Communications



David A. Hewitt, P.E., Director
Bureau of Communications

The Bureau of Communications serves the public safety interests of the people of Wisconsin by managing the statewide wireless telecommunications networks. These networks provide voice and data communications to the Wisconsin State Patrol, the Department of Natural Resources (DNR) and other state, federal and local government agencies. We support the design, engineering, operations and maintenance of highly sophisticated communications and information systems.

The bureau is organized into three service territories, one statewide installation facility and division headquarters staff. The western service area includes service facilities at Spooner, Eau Claire and Tomah. The northern service area includes service facilities at Wausau, Tomahawk, Green Bay and Fond du Lac. The southern service area includes service facilities at Madison and Waukesha. The Madison Radio Shop located at the Truax complex is where all the new vehicle installations are performed. Engineering and program assistance are located at division headquarters.

We provide support for police communications centers at each of our seven State Patrol District Headquarters, and nine DNR forestry dispatch centers. We maintain equipment at over 80 tower sites. We service mobile, portable and other vehicular equipment in more than 1,000 State Patrol and DNR vehicles. We maintain base, mobile and portable equipment at every state park and forest across the state.

We design, purchase, administer and operate major networks that support wireless public safety communications in Wisconsin. These include the digital microwave network, the mobile voice communications system, the Mobile Data Communications Network (MDCN), the VHF trunking pilot system and the "red" telephone system. The following highlights offer some insight into the information technology projects that occupied the bureau in 2000.



Glenn A. Unger, P.E., Deputy Director
Bureau of Communications

Very High Frequency Trunking Pilot

We continued to test VHF trunking technology during the past year. The pilot project proved to be valuable and very successful. It was instrumental in providing information on flaws within the trunking technology. It also made us aware of implementation problems.

The ability to priority scan both trunked and conventional channels within the same scan list is limited. Users cannot scan in this scenario because most messages will not be heard in their entirety. It has become apparent that vendors do not plan on rectifying the problem in the near future. Both the present conventional radio and the new trunked radio had to be installed in the vehicles at the same time to assure that the users received any pertinent messages. This led to delay and interference problems that were very frustrating and meant that statewide implementation would be difficult.

The quest for adequate VHF frequencies has come to an impasse. We have met with several federal agencies and discussed system and resource sharing. Without adequate clear frequencies it will be impossible to implement VHF trunking. There are few frequencies available in the state, county, and municipal public safety bands.

If these and other problems are not resolved soon, the trunking project will be delayed. In the interim, testing of trunking technology will continue and other technologies will be investigated. The frequency situation will be monitored and any opportunities to share or acquire additional frequencies will be discussed. Planning will continue and new opportunities for a next generation radio communications system will be explored.

Tower Construction

The Wittenberg tower site is complete, occupied and fully operational. The old site still needs to be demolished and returned to its original condition.

Funded in the 1997-99 budget were Ashridge Meteor and Eden tower sites. These sites have been designed and bid. Construction was to start in the Spring of 2001.

The following is a summary of tower site planning activity: Baldwin, Frederic and Mercer will receive replacement towers and new equipment buildings. Baraboo, Nelson, Seneca and Blue Mounds will receive replacement towers and expanded equipment buildings. Elmwood, Red Cliff and Holcombe will receive expanded equipment buildings.

An architect/engineer has been hired to do the preliminary design reports for all of these sites. Federal Aviation Administration permits have been obtained for those sites where they are required. Bidding and construction should be completed in 2001.

Improvements at two Educational Communications Board (ECB) sites, occupied by State Patrol equipment, were partially funded. A new tower has been built at the Rib Mountain site near Wausau and an equipment building expansion is currently being designed for the ECB tower site located near La Crescent, Minnesota. This is the site from which the Public Television and Radio broadcasts for the La Crosse area are made.

Wisconsin-Michigan Summit

BOC division headquarters and field staff attended the second annual Wisconsin-Michigan Border Summit meeting held in Lac du Flambeau in September. Meetings with Michigan State Police (MSP) communications staff resulted in a presentation to the summit attendees on cross border communications issues. A number of potential solutions were discussed and some will be pursued. These included:

- Implementation in Wisconsin of Michigan's mutual aid radio channel by the State Patrol.
- Implementation in Michigan of Wisconsin's mutual aid radio channel by the MSP.
- Interconnection of the WSP and MSP networks.
- Sharing of tower sites along the border to provide added coverage.
- Extension of red phone service to the MSP Negaunee dispatch.
- Patches between VHF channels and MSP's future 800 MHz trunking system.

Other initiatives are being discussed with the Michigan State Police. These efforts have a goal of providing continuous reliable radio communications to law enforcement agencies as they work along and across the state line.

Statewide Microwave Network

Over the past several years we have been in the process of converting the microwave system from analog to digital. Upgrading of the statewide microwave infrastructure continued this year. Six paths of microwave were converted to digital and one path was upgraded from 6 gigahertz digital low capacity (48 channels) to 6 gigahertz digital high capacity (600 channels). There are approximately 7 paths out of the total 58 paths that remain to be upgraded to digital. We experienced more maintenance problems than normal this year. Storms created havoc with some of the sites. Microwave dishes were realigned and some general repairs were needed. Because of the "hot standby redundancy" of the network microwave terminals and the diversity antennas (dishes), the system operated with minimal down time.

Statewide Radio Shop Services

At the radio shop in Madison we provide installation services for seven State Patrol districts, the Department of Natural Resources (DNR), the Capitol Police, and other state agencies. We provide back-up support for the Communication Technicians at the seven State Patrol district radio shops. Installation of two-way radios, Mobile Data Computers (MDC), radar, video cameras, emergency lights, sirens and other electronic equipment for cruisers and motor carrier inspection vehicles, is completed at the Madison Radio Shop. In 2000, the radio shop performed 118 installations for the State Patrol, 48 installations for the DNR and eight installations for other state agencies. The radio shop also installed MDC's and 80 new video cameras in older vehicles.

Other activities included the design of radio consoles and the layout of equipment in vehicles. We are also involved in the testing, evaluation and purchase of new equipment. We maintain an inventory of spare parts, which are distributed throughout the state.

Bureau of Support Services



Daniel K. McGuire, Director
Bureau of Support Services

The Bureau of Support Services provides many functions. These include program planning and evaluation, the analysis of legislation and coordination of legislative activities, budget development and administration, information technology management and support, and personnel services. We are also responsible for the administration and operation of the statewide breath alcohol testing program. These administrative and technical services are essential to the achievement of our primary law enforcement goals.

Recommendations included in the Division of State Patrol Organizational Review were approved by Secretary Mulcahy in late 1999, and many of the recommendations were implemented in CY 2000. One of the principal organizational review recommendations was retention of our organizational structure, which has three bureaus. In order to implement this recommendation, the Bureau Director position has been filled on a permanent basis, and the Planning & Budget Section Chief position was subsequently filled.

The programs and sections included within the Bureau of Support Services are disparate; our shared objective is the provision of cost effective services that enable the State Patrol to meet its basic law enforcement and traffic safety missions. I am pleased to present a description of these programs.

Personnel and Management Services

The Personnel and Management Services section is committed to the efficient and effective management of our personnel functions. This includes all payroll functions, personnel transfers, reinstatements, promotions, retirements, disciplinary matters, contractual and labor agreement application.

One of the essential missions of the Personnel and Management Services section is to recruit, hire, train and retain high quality personnel for all our positions. To accomplish this in the most effective and efficient manner, we work in close partnership with the WisDOT Bureau of Human Resources and the Department of Employment Relations in the active recruitment and hiring of personnel for our workforce. We continue to be an active partner in the development and implementation of the WisDOT recruitment plan. We have an ongoing project team working on recruitment strategies. We continue to provide personnel and support materials, from recruitment materials to enforcement vehicles, for a diverse number of job fairs, career days and employment seminars. Our Internet site continues to see an increasing number of contacts from individuals seeking employment information. We are constantly responding to mail, telephone and electronic inquiries regarding employment.

Our proactive commitment to minimizing our vacancies is best illustrated by the recruit training program initiative that began with the 49th Recruit Class. This hiring and training strategy continued in 2000 with the hiring of two recruit classes. The 50th Recruit Class began in March 2000 and graduated in August, and was followed by the 51st Recruit Class which began training in September 2000. This hands-on proactive hiring and training agenda has met the objective of minimizing our vacancies in the sworn ranks created by retirement attrition. It has also helped with the staffing of our statutorily authorized increase in trooper positions.

Additionally, the personnel section has sought to minimize the vacancies in the non-sworn ranks as well. We have sought approval to fill positions as soon as we are aware of pending vacancies. For many of our non-sworn positions we have implemented local advertising and targeted recruitment which has shown success.

RETIREMENTS

| | |
|-----------------------------|----------|
| Wilbert C. DeGuire | 36 years |
| Gerald A. Kappmeyer | 31 years |
| Robert M. Olson | 29 years |
| Raymond J. Daniels | 27 years |
| Richard D. Abrahamson | 32 years |
| Patrick C. Bouche | 31 years |
| David C. Pueringer | 32 years |
| Charles A. Warren | 22 years |
| James C. Deneen | 21 years |
| Philip A. Manthey | 30 years |
| Donald J. Dionne | 32 years |
| Richard L. Sacia | 28 years |
| James L. Nelson | 31 years |
| Norman E. Vlasak | 23 years |
| Albert E. Trussoni | 28 years |
| William C. Guess | 28 years |

PROMOTIONS

David J. Pichette to Captain
 Linda J. Luhman to Police Communications Supervisor
 Nick Scorcio Jr. to Lieutenant
 Daniel K. McGuire to Bureau Director
 Patricia J. Wagner to Section Chief
 Thomas W. Erdmann to Sergeant
 Charles R. Teasdale to Sergeant
 Tony R. Green to Sergeant
 Matthew J. Strub to Sergeant
 Timothy J. White to Sergeant

Planning and Budget

Our 2001-03 biennial budget issues were developed during calendar year 2000. Three WisDOT goals were established for the purpose of refining the department's final budget request. These goals included managing resources in order to maintain customer service levels, improving mobility and transportation safety and, preserving the transportation infrastructure in Wisconsin. Based on these goals and the moratorium on increasing transportation fees and taxes, the Governor's 2001-03 biennial budget recommendation included six issues related to the State Patrol. These were: 1) Digital Microwave Path Completion; 2) Computer Aided Dispatch Software Maintenance; 3) Public Safety Communication Network Completion; 4) Motor Carrier Safety Assistance Program (MCSAP) State Match Funds; 5) Public Safety Radio (WICORTS) Segregated Position Funding; and, 6) Expanded Statutory Authority for Ancillary Services (special details). Definitive decisions on the WisDOT/State Patrol biennial budget will not be known until the final Budget Bill is enacted in 2001.



Legislation

The year 2000 represented the second year of the 1999 - 2000 Wisconsin legislative session. Since 2000 was also a general election year, the legislative session ended in the summer of 2000 to permit campaigning and focus on elections in November.

During 2000, the most important activity related to legislation was the work of the Governor's Task Force on Racial Profiling. This task force was formed in response to defeated legislative proposals offered in 1999. Two proposals which mandated data collection during traffic stops regarding the race and/or ethnicity of stopped motorists were defeated on their own merit. The concept of the proposal was also vetoed out of 1999 Act 9, the budget bill. The Governor vetoed the proposal for mandatory data collection but formed a task force to "study whether and to what extent there exists a pattern and practice of law enforcement stops based on racial profiles; and ... determine and examine public perceptions on profiling; and ... explore solutions and make recommendations." The task force consisted of 18 members from the judiciary, the legislature, law enforcement including the State Patrol superintendent, and community action groups.

Meeting at least monthly during 2000, the task force made recommendations to assist law enforcement in prevention of racial profiling during traffic stops and improving relationships between law enforcement and minority groups. Included in the recommendations were the acceptance of the US Department of Justice's definition of racial profiling, the development of law enforcement policies, training, and supervision which focuses on preventing profiling, increased communications efforts between law enforcement and communities, and an enhancement of tools used by law enforcement to perform their tasks equitably and safely.

Chemical Testing

The Chemical Testing Section serves the public safety interests of the people of Wisconsin by providing state of the art qualitative and quantitative breath alcohol testing equipment and training for all law enforcement agencies statewide.

The section consists of eight chemical test coordinators, three limited term employee training officers, a field supervisor, a section chief, an electronics technician, a chemist and two program assistants in the Madison office.

We completed 18 basic training programs with approximately 540 new operators being trained and certified to operate the Intoximeter EC/IR. This aggressive schedule was necessary to respond to attrition at law enforcement agencies.

We purchased 593 new state-of-the-art Alco Sensor IV preliminary breath test instruments (PBT's). We administered training for these new PBT's to all sworn personnel at the 2000 trooper/inspector in-service held at the State Patrol Academy. The section is also responsible for PBT training and repair for all law enforcement agencies statewide. This includes all PBT's that have been evaluated and approved by the section.

We spent many hours creating a new three-hour recertification class for all Class 2 permit holders to be administered by the chemical test coordinators in the field. This was done to assure continued proficiency and competency of certified evidential breath test operators as required by Trans 311.08 (g). This training program will be implemented in 2001. The Chemical Test Coordinators recertify over 3,000 breath test operators annually.

We participated in numerous educational initiatives for attorneys including, the Annual Traffic and Impaired Driving Law program, the Prosecutor Seminar at Elkhart Lake, and law student training at UW-Madison. The section continues to provide expert testimony in court in support of impaired driver prosecution.

Information Technology

Several information technology initiatives were implemented during CY 2000 in order to meet three basic goals. The first goal is the provision of adequate information technology tools to every sworn and civilian State Patrol employee. To accomplish this, the deployment of Mobile Data Computers (MDCs) to every inspector, trooper and sergeant who is assigned a vehicle and is assigned to the field was largely completed during CY 2000. In addition, a total of 66 new desktop PCs were purchased and deployed to sworn and civilian staff who are assigned to the district headquarters, the Academy and division headquarters.

The second goal is the improvement of public communications and internal communications through the implementation of technology. The scope and quality of our Internet site was significantly improved during the past year. In particular, a graphic version of the Road Condition Report was introduced. This state map indicates driving conditions on each of 109 highway segments by color. The Road Condition Report is one of the most heavily visited sites in state government. The Academy Training Catalog and most of our administrative rules are also available to the public through the Internet site. In order to improve internal communications, the agency's Intranet site has also been expanded. Many of our policy and procedure documents are now available on the dotnet.

The third goal is to function effectively within an agency network. We are one of six divisions that comprise the Wisconsin Department of Transportation. In cooperation with the WisDOT Bureau of Automation Services, we developed plans and schedules associated with two agency level initiatives during the past year. These include the migration to the NT server operating system, and the deployment of Office 2000 to every State Patrol laptop and desktop PC. These initiatives will be completed during CY 2001.

WISCONSIN STATE PATROL SPECIAL AWARDS

We publicly honor those employees who have demonstrated outstanding service or performance. All recipients have been recommended by fellow employees for performing actions that deserve special recognition. The recommendations for special awards are evaluated by the Special Awards Review Board. The six members of this board include a captain, sergeant, trooper, inspector, one non-sworn employee, and one division headquarters representative. The board reviews all commendation nominations from bureau directors and then recommends to the superintendent those persons the board believes deserve recognition.

TYPES OF AWARDS

Medal of Valor:

Recognizes actions taken by an employee of the division who has demonstrated valor, courage, or bravery to a high degree beyond the normal expectations of an individual. The Medal of Valor Award consists of a certificate, medal, bar and ribbon.

Purple Heart:

Recognizes a division employee who was seriously injured or wounded, or who lost his/her life while in the performance of duty. The Purple Heart Award consists of a certificate, medal, bar and ribbon.

Meritorious Service:

Recognizes a division employee who performs a meritorious act while in the performance of his/her duties. Examples would be the successful saving of a life or a noteworthy rescue effort. The Meritorious Service Award consists of a certificate, medal, bar and ribbon.

Achievement Certificate:

Recognizes accomplishments that contribute to the efficiency and effectiveness of the division and enhances the professional image to the public we serve; i.e., top performance, program organization, community service, division-wide efficiency suggestions, etc. The Achievement Certificate Award consists of a certificate.

Life Saving Effort:

Recognizes a division employee who performs a life saving effort. The Life Saving Effort Award consists of a certificate, bar and pin.

Outstanding Performance Award:

Recognizes division employees who have demonstrated an extraordinary commitment to the success of the Division Strategic Plan and overall mission. The Outstanding Performance Award consists of a certificate and pin.

SPECIAL AWARD RECIPIENTS

**Trooper
Thomas W. Parrott**

*Meritorious Service
Award*



**Trooper
Thomas W. Erdmann**

*Life Saving Effort
Award*



**Trooper
James H. Smith**

*Life Saving Effort
Award
Meritorious Service
Award*



**Trooper
David R. Fish**

*Life Saving Effort
Award*



**Ms.
Christine M. Kaebisch**

*Life Saving Effort
Award*



**Lt.
Gregory M. Schaub**

*Life Saving Effort
Award*



**Inspector
James M. Vieth**

*Life Saving Effort
Award*



**Trooper
David D. Hertig**

*Meritorious Service
Award*



**Trooper
Luke J. Yahn**

*Two Life Saving Effort
Awards*



**Trooper
James A. Binder**

*Life Saving Effort
Award*



**Trooper
Briant J. Russell**

*Life Saving Effort
Award*



**Trooper
Darren T. Plantz**

*Life Saving Effort
Award*



**Trooper
John W. Kosterman**

*Life Saving Effort
Award*



**Trooper
Chad A. Thompson**

*Life Saving Effort
Award*



**Trooper
Luke F. Newman**

*Life Saving Effort
Award*



**Trooper
Kevin J. Schramke**

*Life Saving Effort
Award*



**Sergeant
Ruth M. Ferg**

*Life Saving Effort
Award*



**Trooper
Christopher A. Splinter**

*Life Saving Effort
Award*



**Trooper
Barbara J. Lingerfelt**

*Life Saving Effort
Award*



**Trooper
Dennis M. McConnell**

*Outstanding
Performance Award*

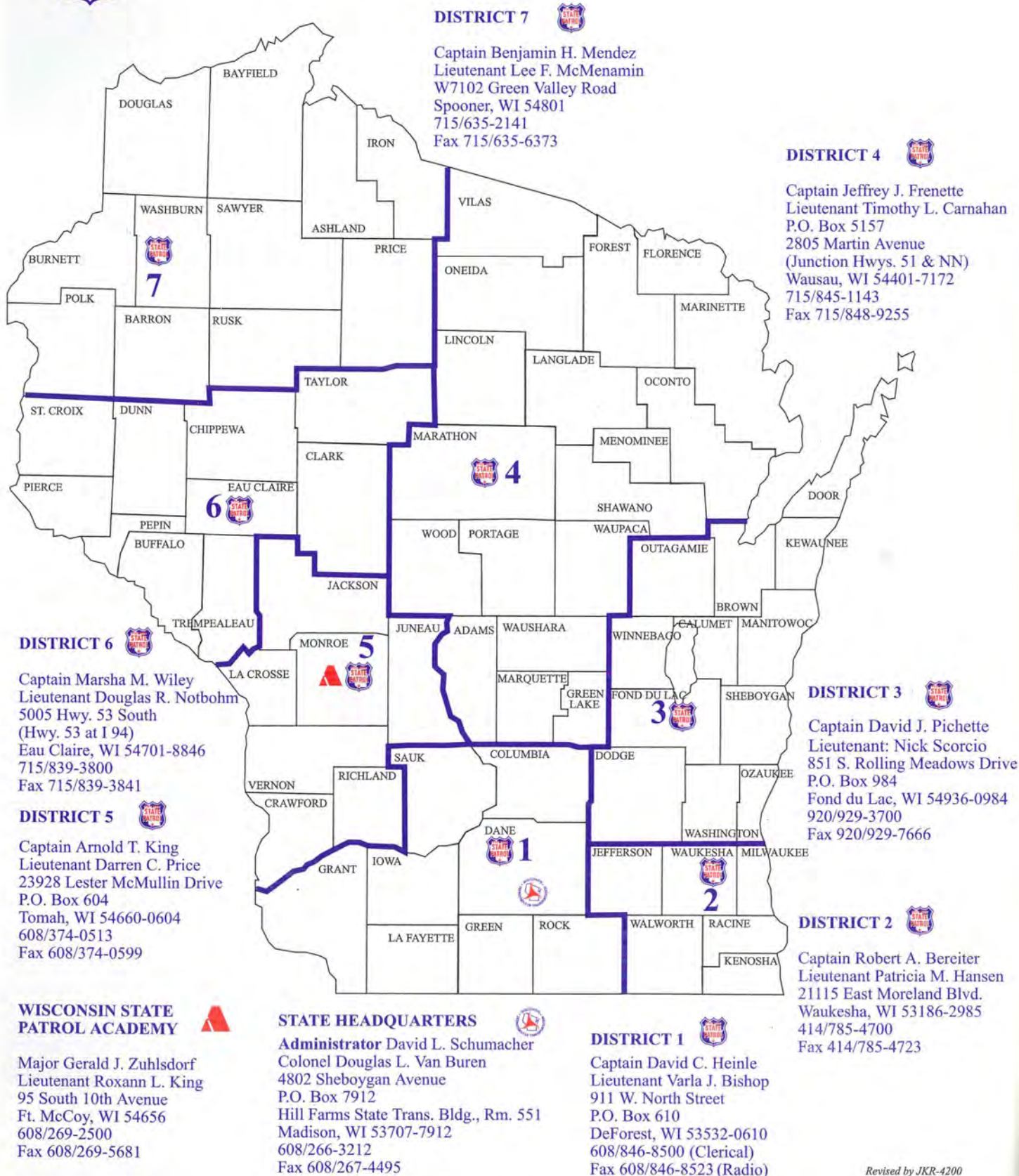


Mr. James C. Deenen
Outstanding Performance Award
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Trooper Troy M. Bauch
Meritorious Service Award
No Photograph Available

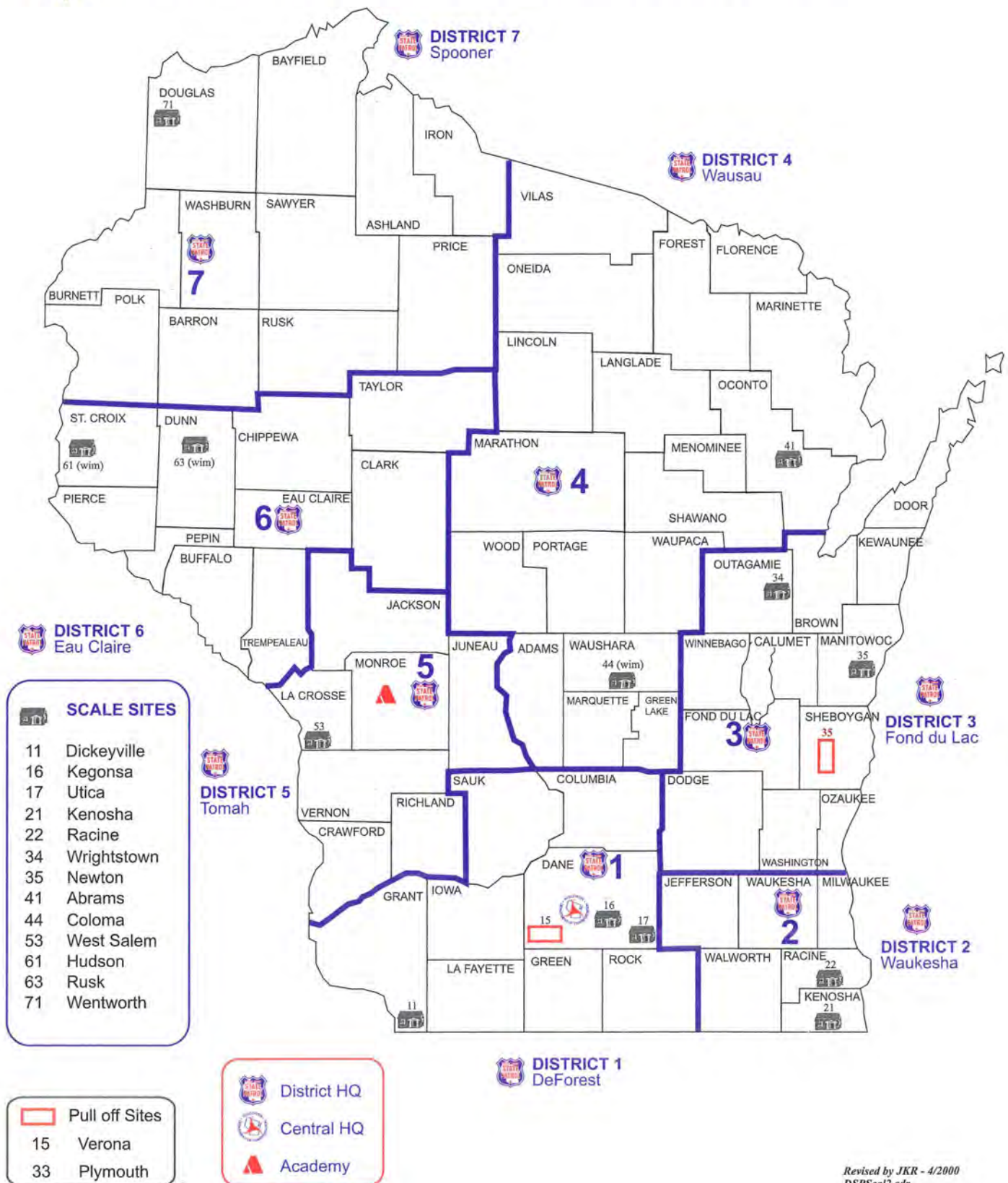


WISCONSIN DIVISION OF STATE PATROL DISTRICT MAP





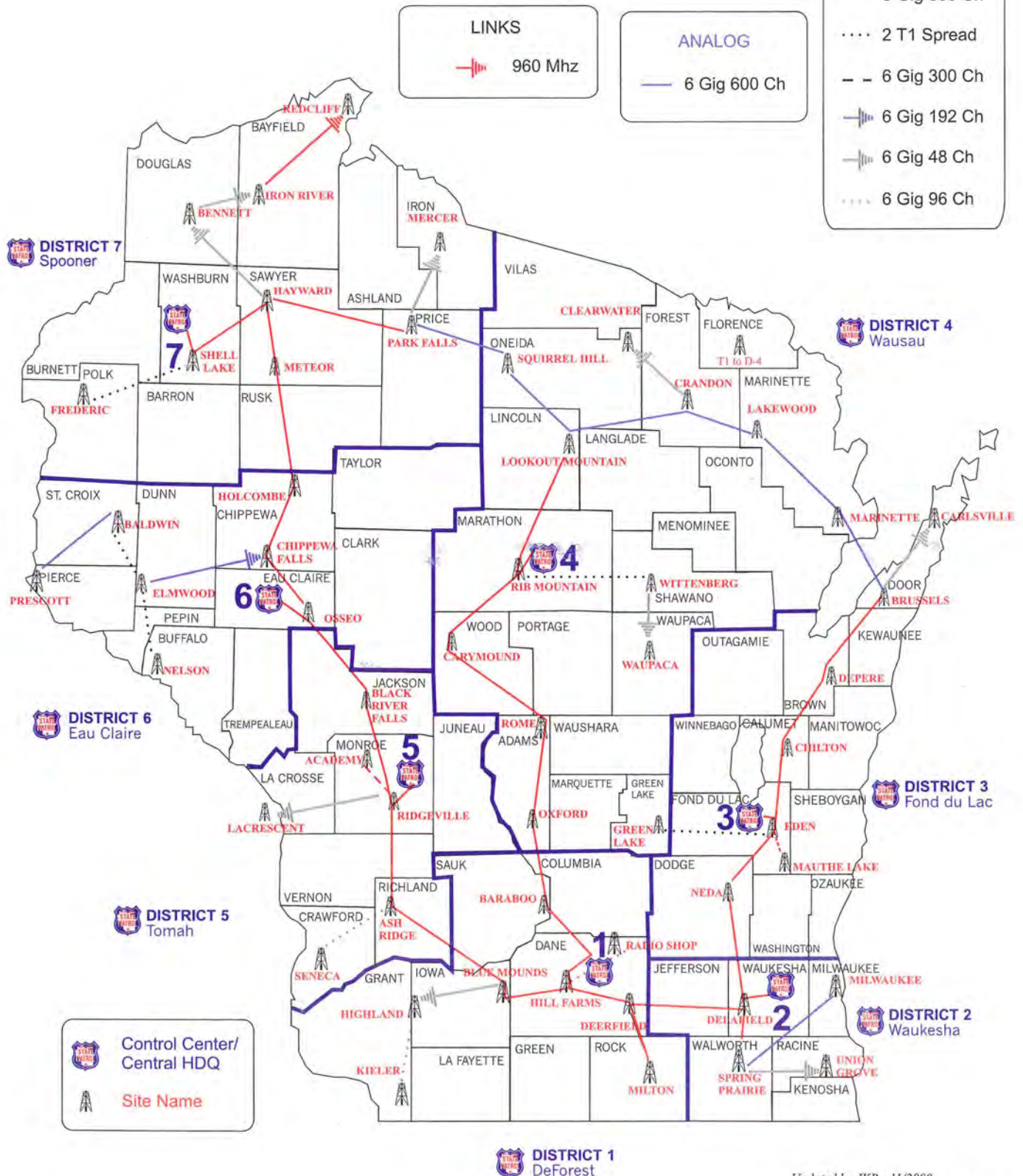
WISCONSIN STATE PATROL SAFETY AND WEIGHT FACILITIES



Revised by JKR - 4/2000
DSPSca12.cdr



Wisconsin State Patrol Tower Sites



Updated by JKR - 11/2000
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